



## USACE Grays Harbor Navigation Project Long-term Management Strategy

### Summary of Stakeholder Workshop #1

Thursday, February 24, 2005  
 1-7 pm  
 Port of Grays Harbor Commission Chambers  
 111 South Wooding St, Aberdeen, WA

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## MEETING AGENDA

- 1:00 Welcome and Purpose of the Meeting
- 1:15 Workshop Agenda, Format, Agreements and Outcomes
- 1:25 Establishing the Framework: Purpose and Authorities of the LTMS
- 1:45 Questions and Dialogue Regarding Purpose and Authorities
- 2:15 Introductions and What Characterizes Success
  
- 2:30 Respite
  
- 2:45 Report on Interested Party Conversations
  - Process and intent
  - Findings and perspectives
  - Moving forward
  - Benefits of a solution
  - Questions to consider
- 3:15 Questions and Dialogue About the Report
  
- 3:45 Respite
  
- 3:55 Situation Mapping Exercise (Strawman provided)
  - What is missing?
  - Where are the opportunities: For a long-term solution? For collaboration?
  - What are the constraints?
  
- 5:00 Snacks and Conversation
  - How can differences in perspective best be incorporated into the development of the LTMS?
  
- 5:25 Review and Highlights of Learning and Understandings
- 5:45 Evaluation Criteria for Alternatives (Strawman provided)
  - The range of alternatives will be explored during Workshop#2.*
  - What criteria should be used to evaluate the alternatives?
- 6:40 Process and Schedule Update of Independent Technical Review
- 6:45 Workshop Feedback, Next Action Steps, Questions and Close Meeting

## WORKSHOP AGENDA, FORMAT, AGREEMENTS AND OUTCOMES

Figure 1. Agenda

AGENDA	GROUND RULES	DESIRED OUTCOMES
1:00 WELCOME	• PLEASE DON'T INTERRUPT - ONE PERSON SPEAKS AT A TIME.	<input type="checkbox"/> PROVIDE CLARITY ABOUT THE PURPOSE OF LTMS
1:25 ESTABLISH FRAMEWORK- PURPOSE & AUTHORITIES OF LTMS	• PLEASE BE COURTEOUS	<input type="checkbox"/> UNDERSTAND THE RANGE OF ISSUES OF CONCERN TO STAKEHOLDERS
2:15 INTROS + WHAT CHARACTERIZES SUCCESS?	• BE SUCCINCT WHEN SPEAKING	<input type="checkbox"/> DEVELOP A COMMON UNDERSTANDING OF THE CORPS AUTHORITIES.
2:30 RESPIRE	• SPEAK FROM YOUR OWN PERSPECTIVE	<input type="checkbox"/> DEVELOP A RANGE OF CRITERIA
2:45 REPORT ON INTERESTED PARTY CONVERSATIONS	• PLEASE TURN OFF CELL PHONES	<input type="checkbox"/> PROVIDE AN OPPORTUNITY FOR COLLABORATION
3:15 QUESTIONS AND DIALOGUE ABOUT REPORT		<input type="checkbox"/> UNDERSTAND HOW PARTICIPANTS WILL DEFINE / MEASURE SUCCESS
3:45 RESPIRE		<input type="checkbox"/> BE BRIEFED ON THE STATUS OF THE I.T.R.
3:55 SITUATION MAPPING EXERCISE		
5:00 SNACKS & CONVERSATION		
5:25 REVIEW & HIGHLIGHTS OF LEARNING & UNDERSTANDINGS		
5:45 EVALUATION CRITERIA FOR ALTERNATIVES		
6:40 PROCESS SCHEDULE UPDATE OF INDEPENDENT TECHNICAL REVIEW		
6:45 WORKSHOP FEEDBACK, NEXT STEPS, QUESTIONS		

### ESTABLISHING THE FRAMEWORK: PURPOSE AND AUTHORITIES OF THE LTMS

Questions and Dialogue Regarding Purpose and Authorities

#### Review and Summary of the Available Corps of Engineers Authorities to Undertake Federal Water Resources Activities at Grays Harbor

Presentation by Craig Juckniess, U.S Army Corps of Engineers (See Table 2)

**Introduction.** The Corps of Engineers continues to be engaged in the Grays Harbor region because Congress has authorized the Grays Harbor navigation project. Commencing in 1896, and continuing through a patchwork series of authorizations that were eventually merged into the present Grays Harbor and Chehalis River navigation project, Congress authorized construction of the following major features: the North and South jetties, the navigation channel, and the associated turning basins and anchorages. The Westhaven small harbor breakwater and entrance channel facilities are also components of the greater navigation project.

**LTMS Study Background.** In brief, the impetus of the LTMS Study is the persistent loss of sediment from the Grays Harbor entrance. The Study will evaluate this phenomenon, by: (1) assessing the risk that shoreline erosion will cause a breach in the land mass adjacent to the South Jetty and, (2) if there were to be a breach, evaluating whether there is any material risk to federal interests. The pertinent federal interest in this case is the proper and efficient operation and maintenance of the federal navigation project and its structural features.

**The Corps' General Authority to Act in Grays Harbor:** The Federal government is, of course, a government of limited powers – even Congress can act only within the limits placed by the Constitution. The Corps is a creature of statute, and is only invested with the authority to build that, which is legislatively authorized. The Corps cannot exceed that Congressionally granted authorization, either at the time of initial project construction or now – in the case of the Grays Harbor Project – over 100 years later.

The Corps serves a wide variety of functions nationally and worldwide. In the case of Grays Harbor, its sole present role is to construct and operate a navigation improvement project. Generally, a major civil works project is not self-sustaining, and must be maintained after construction. The extent of the operation and maintenance (O & M) obligation is established as part of the initial legislative authorization for construction. In Grays Harbor, as is typical of large navigation projects, the Corps was assigned responsibility for conducting all operation and maintenance. Thus, barring any further legislative enactment specifically addressing Grays Harbor, and barring the invocation of any other general “continuing” authority, the extent of the Corps’ authority is limited to the efficient management and maintenance of the jetties, channel and other authorized features.

The Contingent Interim Action completed in December 2004 through January 2005 was consistent with this limitation. The Contingent Interim Action was designed and executed so that it did not extend beyond the limits of appropriate maintenance measures. In this interim period while the LTMS Study is being conducted, under this Contingent Interim Action the Corps placed sand to protect against the undue risk of a breach developing in the land mass adjacent to the South Jetty, to guard against possible adverse consequences to navigation while the risk of a breach is assessed and the possible ramifications to the navigation features are evaluated. This Action was designed and intended to serve solely as an interim measure; whether continuing sand placement, or any other structural measure, will be necessary to maintain the navigation project in the future will be determined through the LTMS Study.

The LTMS Study will evaluate how best to fulfill the Corps’ operation and maintenance responsibilities. The LTMS Study:

- i. Will not revisit the question of whether a federal navigation project is advisable at all. Congress has authorized the channel and jetties, and assigned the Corps the responsibility to maintain them, and the Corps will accomplish that mission.
- ii. Will not assess any expansion of the navigation project, such as deepening of channels, for instance.
- iii. Will not develop or comprehensively evaluate any harbor master plan, estuary management plan, or watershed management plan, although the Study will consider the implications of the identified alternative management strategy measures on any of these existing plans.
- iv. Will not evaluate any alternative that has as a principal purpose the preservation or protection of any physical or infrastructure features outside of the Federal

navigation project, although the evaluated and selected alternatives may provide benefits to the local community that are incidental to the Corps' navigation purposes.

If the LTMS Study recommends an alternative that permanently preserves the land spit adjacent to the South Jetty, for example, it is not because that spit's preservation is an authorized Federal purpose in and of itself. The Study may conclude that the existence of the spit is advantageous to the navigation project, and may determine that preservation of the beneficial functions of that spit is an efficient means of preserving that benefit. Except under narrowly limited circumstances, the Corps has no generic existing authority to maintain a spit of land such as that attached to the South Jetty, without identifying a direct relationship between the land formation and the Federal navigation interest.

**Application of the Corps' Operation and Maintenance Authority:** In the course of the LTMS Study, the Corps will explore all avenues available under its O&M authority. The Corps has the authority to make reasonable modifications and enhancements to project facilities, within the boundaries and scope of the authorized project, to properly operate the project and minimize its maintenance. Limited measures may be instituted to address problems that were not anticipated during the design or construction of the project, but which now jeopardize the project's safe, efficient, and reliable functioning for its authorized purposes. The discretion to make these modifications is generally held at the Corps' regional level, without the need for national or Congressional engagement.

**Application of the Corps' Authorities to Make Corrections or Modifications to Projects:** In order to carry out its O & M responsibilities, the Corps may have to reach beyond the limits of local project maintenance discretion in order to implement the preferred alternative identified through the LTMS Study.

Under limited circumstances, the Chief of Engineers may determine that there were inherent deficiencies in original project design and/or construction that significantly interfere with accomplishment of a project's authorized purposes, or that inhibit a project's full usefulness as intended by Congress. The Chief of Engineers may undertake corrective measures costing up to 5 million dollars; for costs over 5 million dollars a Congressional appropriation would be required. Any such corrective measures would be completely Federally funded. In order for the exercise of this authority to pertain to the South Jetty, for example, the Corps would have to find that that component fails to achieve the original navigation goals that the legislature had in mind at the time of the initial authorization of the applicable phase of the Project.

Even if the Grays Harbor Project is meeting its goals as originally envisioned, a separate authority could be invoked to study possible changes: if circumstances have changed, and the project no longer meets contemporary economic, physical, or environmental conditions, corrective action may be taken. Under a "changed circumstances" approach a local "sponsor" must step forward and actively participate in implementing the identified changes in conjunction with the Federal government under a shared-responsibilities arrangement. Local sponsorship involves substantial obligations and commitment of resources: the sponsor must fund one-half of the study costs, and if Congress were to authorize construction the non-Federal sponsor must share the cost of construction.

**Application of the Corps’ Authority to Mitigate Shore Damage:** The Federal government has not assumed a general obligation to address the consequences – intended or not – of a federal navigation project. Under some circumstances, however, the Corps has the authority to do so, when Federal funding is available. The Corps may correct, prevent or mitigate shore damage induced by a navigation project. The Corps invoked this “Section 111” authority in 1995 to protect the Westport treatment plant outfall when it constructed the Point Chehalis buried revetment. In that instance, the navigation project was determined to have induced erosion on Point Chehalis. Because Point Chehalis existed historically as a land formation, that land and the infrastructure it supported were eligible for protection under the Corps’ “continuing authority” Section 111 program.

For example, the South Beach spit, by contrast, was formed after the South Jetty was constructed. Thus, the Section 111 authority is not necessarily available to correct or mitigate damage to the South Beach land formation without a determination that the spit itself advances the Federal interest.

In order to utilize this authority to correct shore damage caused by the navigation project, a non-Federal sponsor must:

- i. Share construction costs. The construction costs are shared in the same proportion as the costs of initial construction of the original project. In the case of the pertinent components of the Grays Harbor navigation project, initial construction costs were a 100% Federal expenditure. Thus, the Federal government would fund all costs of constructing shore damage mitigation measures up to 5 million dollars; the non-Federal sponsor would have to fund any costs above that threshold.
- ii. Acquire all the real property necessary to the project.
- iii. Fund and accomplish all operation and maintenance of the new features.

Of course, Federal funding must be available to underwrite the Corps’ portion of implementation costs up to the authorized limit. Unfortunately, Federal funding under this continuing authorities program has recently grown increasingly scarce nationwide.

If the LTMS Study concludes with a recommendation for a Section 111 project as a component of the long-term strategy, it would be developed at only a conceptual level in this Study. A separate feasibility study would be required to evaluate and assess the impacts of, and to form the foundation of a design for, the Section 111 project.

**Application of the Corps’ Authority to Alleviate Shore Erosion arising from Storm Damage:** There is yet another, closely related, program providing the authority to prevent or control shore erosion in order to reduce damage to upland development caused by wind- and tidal-generated waves and currents. The LTMS Study may explore the applicability and viability of the exercise of this authority and may recommend further exploration of it, possibly in conjunction with other long-term management measures, but formulation of a full proposal and

design under this authority would exceed the scope of an examination of Grays Harbor operation and maintenance management measures and would be conducted in a separate follow-on study.

Under the Storm Damage Reduction program, protective measures are limited to the historic shoreline, and are not available to address accreted features such as the spit connecting to the South Jetty. Study costs to fully develop a storm damage reduction plan must be shared 50/50 with a non-Federal sponsor. If such a study were to conclude with a recommendation for construction, Congress must specifically authorize that implementation plan, and appropriate the necessary Federal funds. For measures reducing storm damages that protect non-Federal public lands, the non-Federal sponsor must pay 35% of construction costs, must provide the necessary real property, and must operate and maintain the shore protection project following construction.

If the LTMS Study concludes with a recommendation for a storm damage reduction project as a component of the long-term strategy, it would be developed at only a conceptual level in this Study. A separate feasibility study would be required to evaluate and assess the impacts of, and to form the foundation of a design for, the storm damage reduction project.

**Application of the Corps' Authority to Mitigate Environmental Damage:** Depending on the nature of improvement measures that the LTMS Study identifies, other authorities may also be available. For instance, an authority exists to modify the structures or operation of a navigation project to restore the quality of the environment where it has been degraded by the project. Again, federal funding to support this program is now very scarce.

The local sponsor must provide 25% of the construction costs, and must fund all costs over 5 million dollars. The sponsor must also provide all real property, and must operate and maintain the restoration project.

If the LTMS Study concludes with a recommendation for a project to mitigate environmental damage as a component of the long-term strategy, it would be developed at only a conceptual level in this Study. A separate feasibility study would be required to evaluate and assess the impacts of, and to form the foundation of a design for, the environmental damage mitigation project.

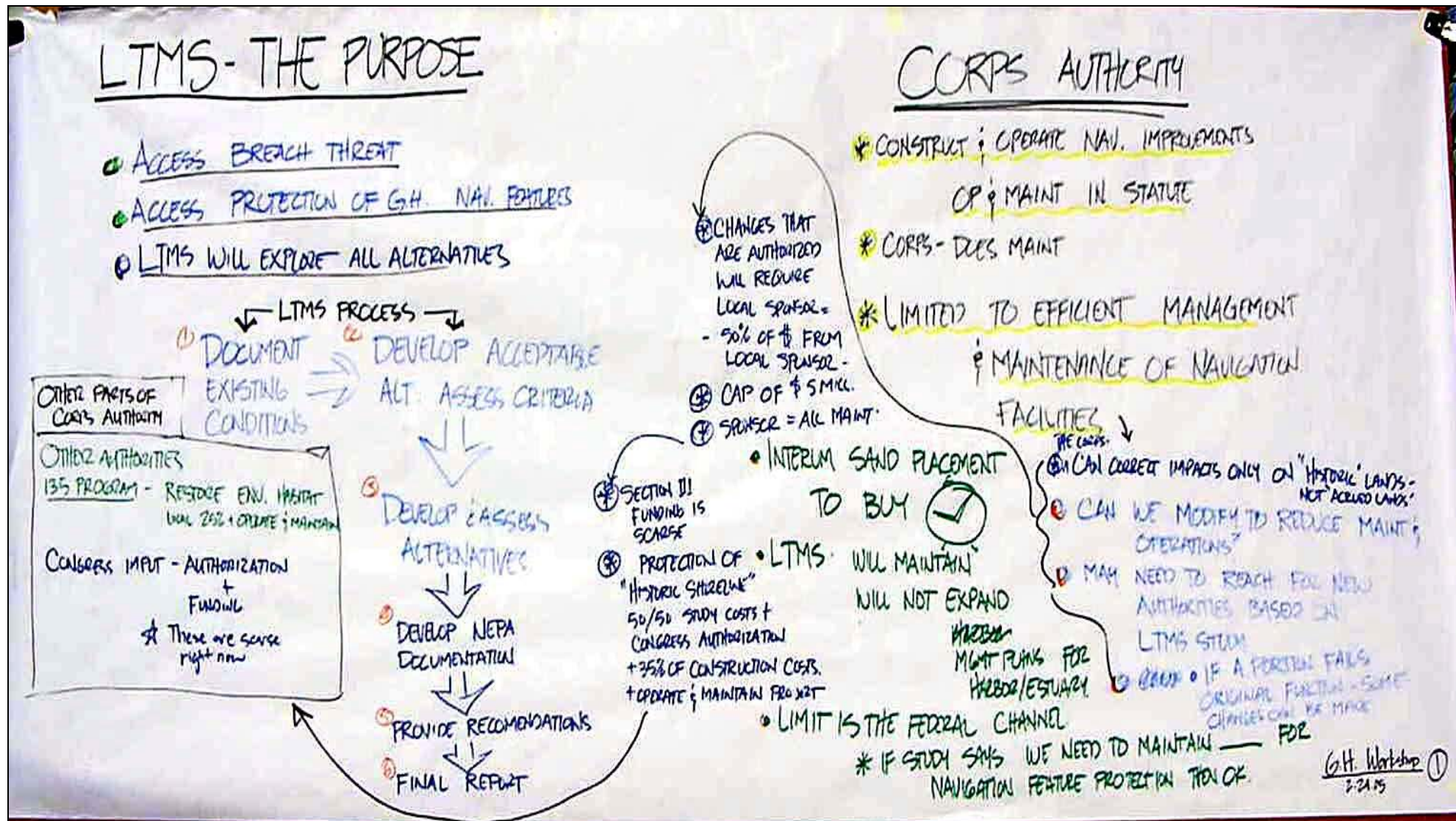
### **Summary:**

In conclusion, the Corps' presently existing authority is limited to operating and maintaining the navigation features. There is some local discretion to make modifications or enhancements to the structural features to ensure safe, reliable and efficient functioning as part of this operation and maintenance process, but that range of flexibility is slender. Beyond this, modifications or enhancements must conform to authority programs with narrow parameters, and must abide by each program's particular conditions and stipulations.

The Corps can act to correct identified adverse consequences of its navigation project. Generally this applies to impacts on historic lands, and not accreted lands. Also, some level of local participation is usually required, including operation and maintenance of the new features, acquiring real estate, and cash funding contributions to construction costs.

For alternatives falling outside the scope of the Corps' direct O & M or project correction/modification authorities, some level of Congressional action will be required – ranging from the general (appropriating funds to the account set aside for “continuing authorities program” around the country), to the specific (particular authorizations of individual new projects). Appropriations to the general continuing authorities account have been gradually drying up in recent years; similarly, there is a distinct trend toward authorizing fewer specific new projects.

Figure 2. Purpose and Authorities of the LTMS



## INTRODUCTIONS AND WHAT CHARACTERIZES SUCCESS (FIG. 3)

The attendees were invited to introduce themselves and to identify what would characterize success of a Long-term Management Strategy for the Grays Harbor Navigation Project.

### **What would a successful strategy encompass?**

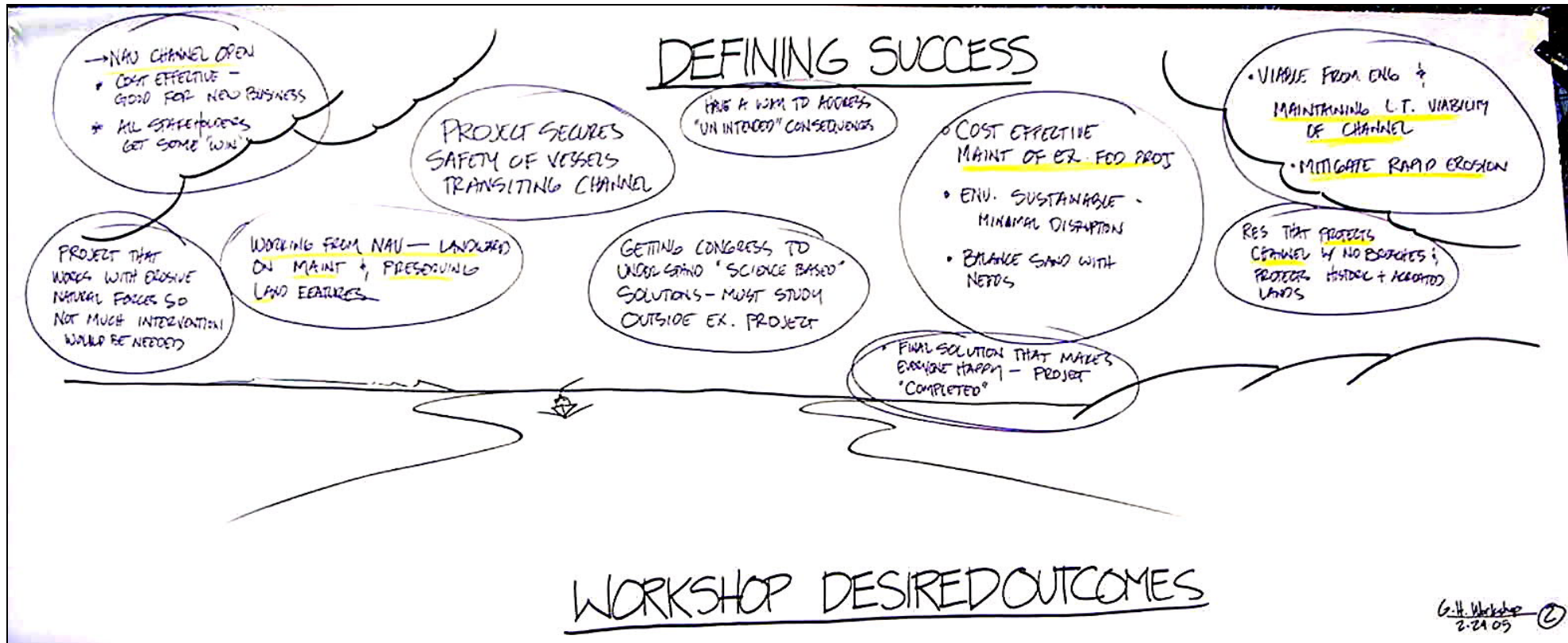
- Secures the safety of vessels transgressing the navigation channel
- Is cost effective to maintain
- Is the most efficient use of funding sources
- Has beneficial use of sediment
- Is environmentally sustainable
- Maintains the navigation channel
- Has mitigation for rapid erosion
- Works from the navigation channel landward, encompasses navigational features, and includes impacts to accretion and erosion rates
- Navigation channel stays open in a cost effective manner
- Work is done in a manner that involves all the stakeholders
- Congressional understanding that science based solutions need to have a broad base.
- Works with the erosive features so that it is not necessary to continually readdress issues
- Addresses unintended consequences
- Has a resolution that protects and maintains the navigation channel as well a prevention of a breach of the navigation features, such as the jetty, and the channel
- A solution that makes everyone happy
- Project completion
- A solution for the entire channel, not just the mouth
- Incorporates historical changes, features, and habitats

### **What would make for a successful collaborative process?**

- Talk to each other
- Avoid being dogmatic about issues
- Agree that there are common interests
- Think of the long term aspect of the study
- Use the appeal process
- Build trust and mutual respect between individuals and organizations
- Realize that we are all on the same team
- Ask clarifying questions
- Walk the talk
- Avoid finger pointing (blame storming)
- Be forgiving, give the benefit of the doubt
- Focus on being positive
- Be open to change
- Establish and communicate the process timeline
- Negotiations being totally honest
- Assume people don't want to transfer the problem elsewhere
- A clear problem statement (What is making the Corps take action? What is the NEPA statement?)
- Look for an opportunity to avoid a problem

- Do what you say you are going to do
- Economic vitality and environmental protection can go together
- Value each others opinion

Figure 3. Defining Success.

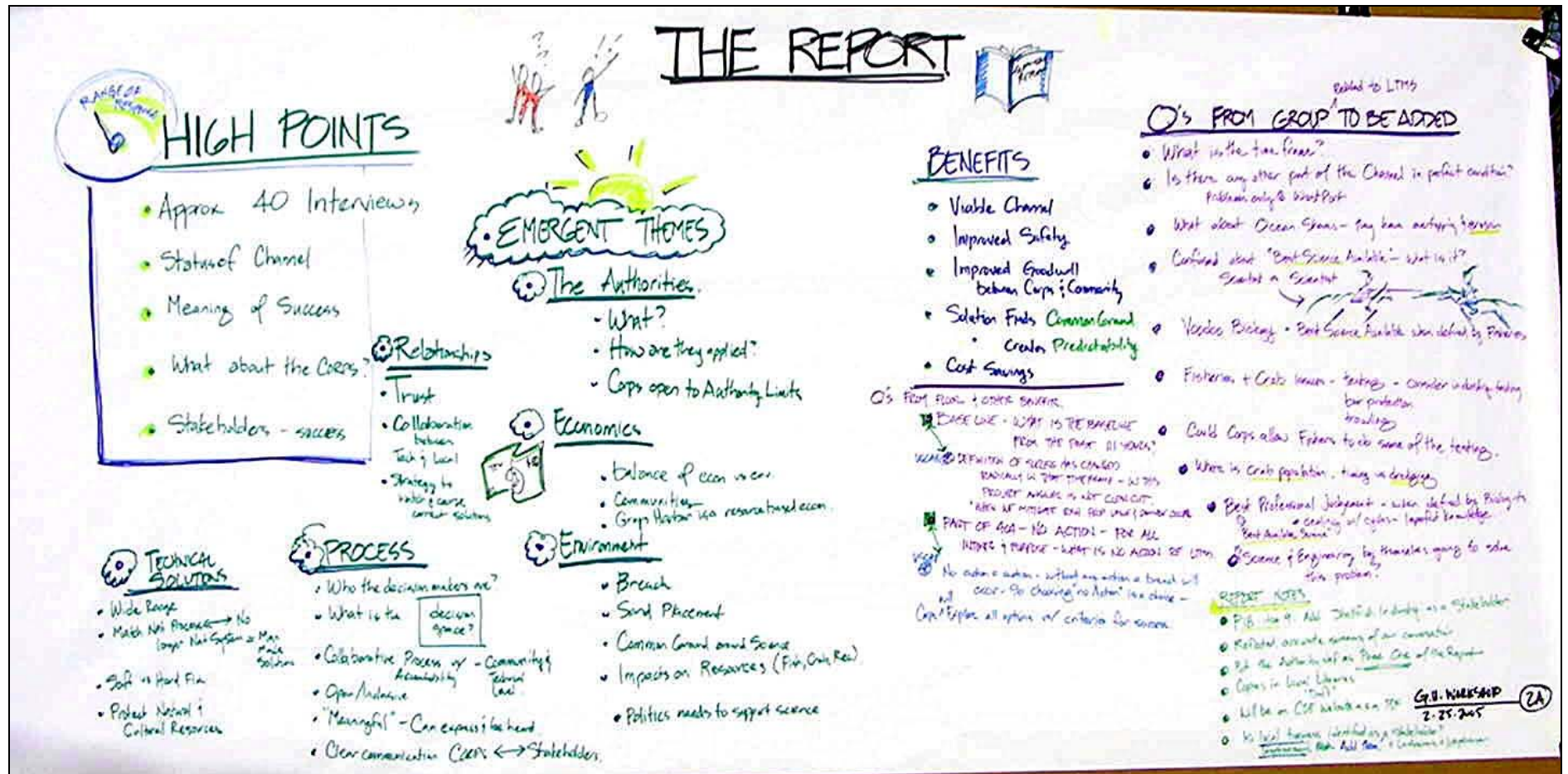


## REPORT ON INTERESTED PARTY CONVERSATIONS

Process and Intent; Findings and Perspectives; Moving Forward; Benefits of a Solution; Questions to Consider (Figure 4)

ECO Resource Group presented a summary of the Interested Party Conversations Report, and a discussion ensued about various aspects of the report, including why certain people were not called to participate in the conversations.

Figure 4. Summary of Interested Party Conversations Report, and Comments.

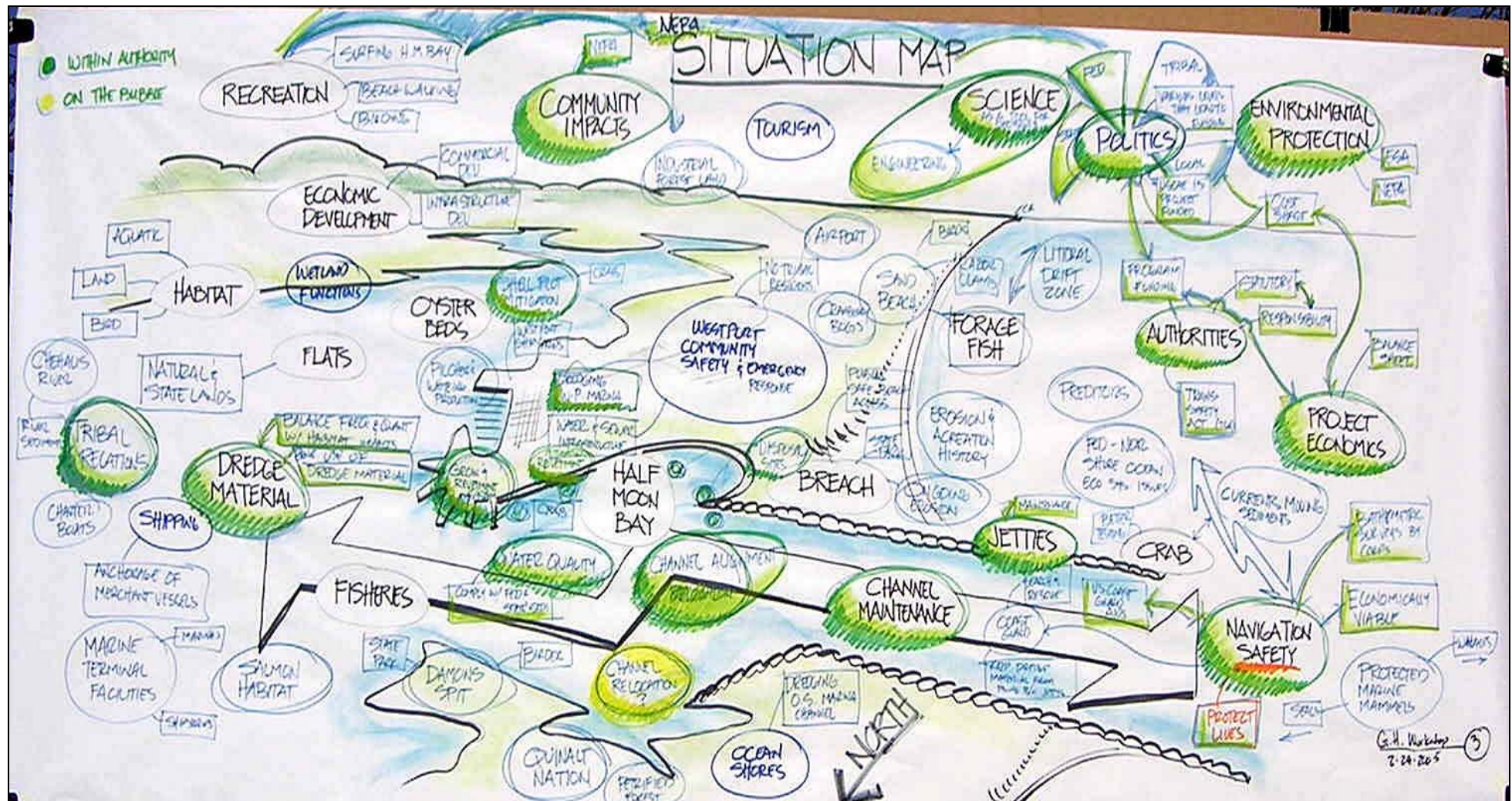


## SITUATION MAPPING EXERCISE (FIGURE 5)

What is missing? Where are the opportunities for a long-term solution? for collaboration? What are the constraints?

Attendees helped to fill out a strawman Situation Map, to develop a picture of the complexity of issues in Grays Harbor.

Figure 5. Situation Map as Completed by the Attendees, Using Strawman as the Basis.



**What is missing from the project situation map?**

- Physical integrity, safety, security, and protection of Westport (including emergency management)
- Shipping
- Tourism
- Ocean Shores
- Erosion and natural processes
- Wetland functions
- Funding spent and net gain, balance sheet
- Channel relocation (includes deepening)
- Channel relocation (does not include deepening)
- Dredging of the Ocean Shores Marina
- Current movement of dredge disposal
- Erosion and accretion history
- Economically viable navigation safety
- Dredging of the Westport Marina
- Tribal communities
- Natural area preserves
- Aquatic habitat and land use
- Balance, frequency, and quantity of dredge material with habitat impacts and beneficial use
- Surfing in Half Moon Bay
- Beach walking
- Birding
- Westhaven State Park
- Salmon habitat
- Water quality
- Aquatic predation
- Commercial development and infrastructure development
- Damons Spit
- Littoral drift and drift cells
- Statutory responsibilities
- Industrial forest land
- Compliance with Federal and State standards
- Water and sewer infrastructure
- Dredging disposal sites
- The natural ecology of a sand beach
- Production at Westport
- Ongoing erosional processes
- Safe beach access
- Cranberry bogs
- Non-tribal Grays Harbor residents
- Bird use
- Groin and revetment system in Westport
- Nearshore and ocean ecosystems
- Protected marine mammals

- Sediments from the Chehalis River
- Program funding sources
- Marine terminal facilities, ship yard
- Coast Guard navigation aids
- Charter boats
- Bathymetric Surveys (Corps)
- Airport in Westport
- Transportation Safety Act (TSA)
- Petrified forest
- Dredge material
- Politics
- Mitigation crab shell plots
- Better crab studies before dredging
- Engineering

**From the situation map what elements are required for the strategy?**

- Politics
- Authorities
- Project economics
- Navigational safety
- Channel maintenance
- Dredge material
- Water quality
- Environmental protection (ESA and NEPA)
- Mitigation crab shell plots
- Groin and revetment system in Westport
- Impacts to the community (NEPA)
- Science
- Engineering
- Dredge disposal sites
- Mitigation stock pile over the buried revetment in Half Moon Bay
- Dredging of the Westport Marina
- Tribal relations
- Jetties and other navigational features
- Channel alignment
- Compliance with Federal and State standards

## **EVALUATION CRITERIA FOR ALTERNATIVES (STRAWMAN PROVIDED) (FIGURE 6).**

What criteria should be used to evaluate the alternatives? (The range of alternatives will be explored during Workshop #2.)

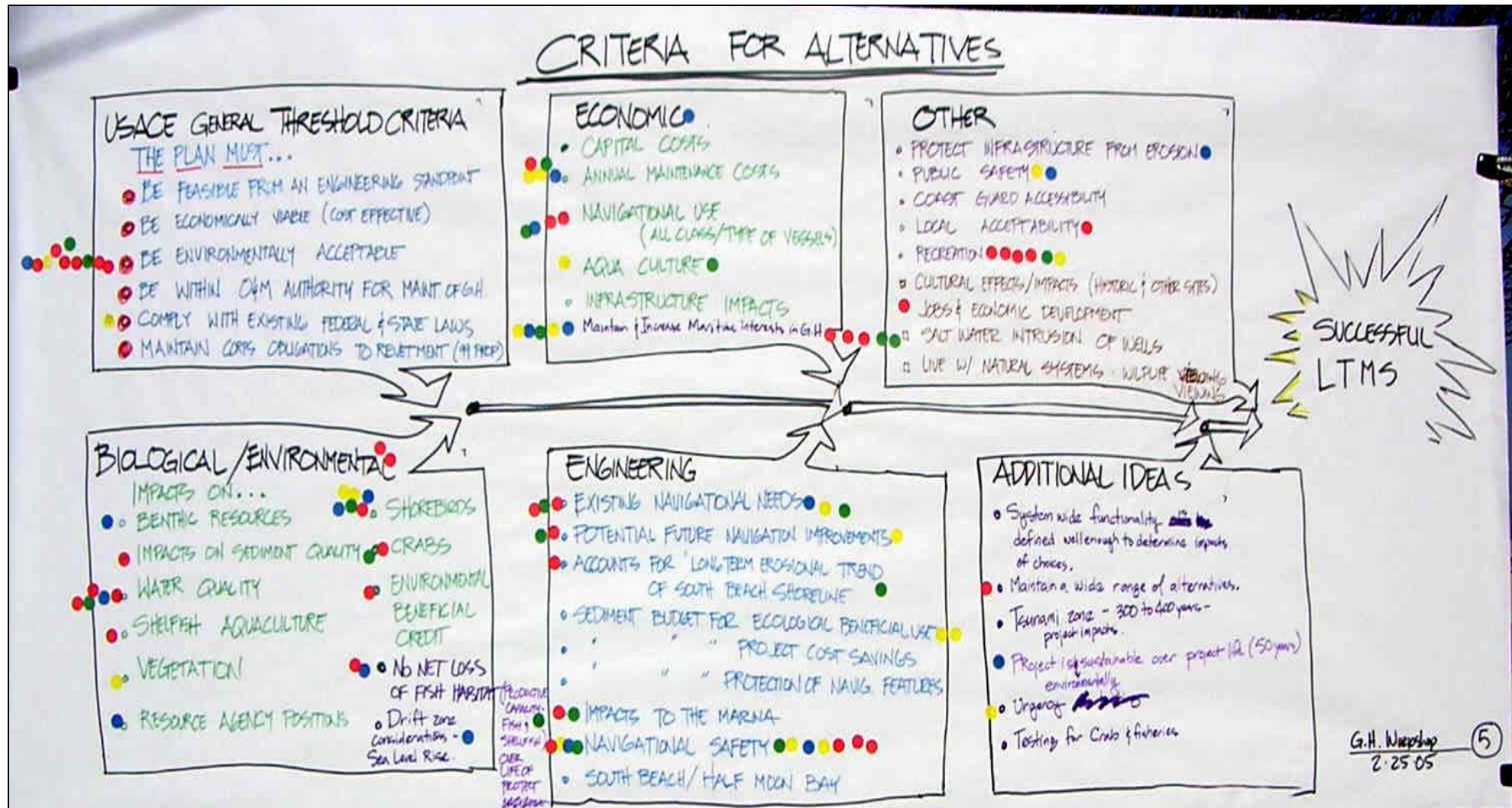
### **What are some additional criteria that should be considered for evaluating alternatives?**

- Reasonable success ratio
- No net loss of fish and shellfish habitat (productive capacity)
- System wide functionality defined well enough to determine impacts of choices
- Maintain a wide range of alternatives
- Drift cell considerations
- Sea level rise impacts over the course of the strategy
- Subduction zone considerations (if it slips during life of strategy)
- Environmentally sustainable over the course of the strategy
- Maintains and increases maritime processes in Grays Harbor
- Urgency of implementation
- Testing for fish and crab presence
- Environmentally acceptable for the Corps and the resource agencies

A strawman list of criteria for evaluation of alternatives was presented to the workshop. The Strawman was composed of criteria required by the Corps of Engineers, and others that were defined during the interested party conversations. The attendees were asked to identify any additional criteria of importance to them.

The attendees were then asked to identify those criteria of most importance to them, using colored dots to “vote”. A discussion ensued about the appropriateness of voting on the criteria when no one really knew what the alternatives were yet. The exercise was changed to reflect these concerns, but a number of attendees placed their colored dots on anyway, and these are reflected in Figure 6. There is no significance to different colors of dots: all have the same value.

Figure 6. Evaluation Criteria for Alternatives with Dots Representing Relative Importance (See text for explanation)



## UPDATE OF INDEPENDENT TECHNICAL REVIEW

The Corps is about to begin an Independent Technical Review (ITR) of two studies undertaken by the Corps' Coastal and Hydraulics Laboratory, (CHL), to evaluate coastal processes at the South Jetty at Grays Harbor Washington. It is estimated the ITR will take several months to complete. Once complete, the Corps will hold a special briefing to inform stakeholders and other interested parties of the findings of the ITR.

The request for the ITR states that "in 2003 funding became available to re-evaluate alternatives for the long-term maintenance of the South Jetty and the District initiated a new Long Term Management Strategy" (LTMS) project. As part of this project, the Corps' Coastal and Hydraulics Laboratory, (CHL), undertook two studies to evaluate coastal processes at the South Jetty. The first study utilized numerical models to assess the threat to the Federal Navigation Project posed by a breach of the landmass adjacent to the Grays Harbor South Jetty. The second study utilized a physical model study to establish a baseline condition that can represent the equilibrium response of the adjacent (Half Moon Bay) shoreline, assuming a breach does not reform. These studies have generated a considerable amount of interest, and the District has been requested by local stakeholders to conduct an "unbiased" review of the study results."

It is intended that the ITR will answer the following questions:

1. Are the selected models appropriate for the study purpose?
2. Have the models been appropriately calibrated and verified?
3. Are the study conclusions supported by the model results?
4. Do the studies accomplish their goals?

## QUESTION AND ANSWER FORUM

Q: How were the interviewers selected?

A: The Corps provided a list of previously interested stakeholders who then mentioned others that they felt should be interviewed. Not everyone was interviewed due to lack of resources.

Q: What are the Corps' authorities when it comes to coastal emergency management?

A: The range of authorities under coastal emergency management is narrow. It is limited to historic landmass, which is decided by what was present when the project was first built.

Q: How long does accreted land need to be in existence before it is considered to be historic?

A: If accreted land was not present when the project was built then it will not be considered as historic no matter how long it has been in existence.

Q: Who can be a sponsor for a Corps project?

A: Any governmental entity can be a sponsor. This includes state, county, city, port, etcetera. The sponsor needs to be able to reassure Congress that they will be able to fund their full share of the costs over an extended period of time for the full term of the project.

Q: How were the fixes to the breach fill area able to occur since it is accreted land?

A: Because there is potential risk to the navigation channel and its features if the Half Moon Bay breach-fill spit area were to breach. Therefore the Corps can take action to prevent a breach from occurring until it can be determined what the impact of a breach would be on the navigation channel and its features.

Q: Since the Corps has been operating the Federal Navigation Channel for 111 years, why are they asking the public for help and/or comments on how it should be run now?

A: The Corps is trying to make their process as transparent as possible. The solutions for this project are not as clear-cut as they may appear and the Corps wants input from everyone who may use or may be impacted by the navigation channel to ensure that they consider all angles for the possible solution. The Corps is relying on both the input from the stakeholders and their past experience.

Q: Is this workshop only supposed to be for those interviewed for the report?

A: No, it was felt that everyone should be informed on what trends and patterns were observed as a result of the interviews.

Q: Who is going to benefit from this project?

A: Hopefully everyone will benefit from this project.

Q: What is the “best available science”?

A: The term “best available science is subjective” but the Corps is doing an extensive amount of research and modeling of the existing conditions of the project area. The Corps will also have an ITR done on that research before making a decision.

#### **Additional Questions from the Stakeholders to be Addressed at a Later Time**

- Are there any other concerns about navigational features other than Half Moon Bay breaching?
- Are Ocean Shores and the North Jetty going to be considered in this Study?
- What is the timeframe for this Study?

#### **Other Comments and Concerns**

- Navigational safety on bars
  - Do not dump dredging spoils on the bars and do not create berms
- Protection of crab resources
- Better testing methods for determination of impacts to the crab populations
  - Trawls are not the best method for determining crab populations
  - Possibly let the industry do the testing to determine how large the crab populations are and where they are located
  - Do not dredge or dump when there is a significant crab population in the area
  - Use adaptive management
- The shellfish industry, local businesses, and local land owners should also be included as stakeholders
- The purpose of the LTMS should be on the first page of the report

- Copies of the report should be put in local libraries on the web so that others may have a chance to comment on it
- Politics are a part of the project and the Corps process
- A clear problem statement needs to be defined

**What Went Well With The Workshop?**

- The staff was candid
- The situation map
- There was a good diverse group
- The dialogue
- It was held in a neutral environment

**What Could Be Improved For The Next Workshop?**

- Could have bigger snacks
- Have more dots
- Could have a more diversified group
- Could have started with the situation mapping exercise
- Need to get all of the facts, thoughts, and beliefs out in the open

## WORKSHOP ATTENDEE LIST

Mike Daniels	Coastal Communities
Steve Landino	NOAA
Chuck Caldwell	Port of Grays Harbor
Gene Hall	City of Westport
Michael Tracy	
Dale Beasley	
Ray Toste	WA Dungeness Fisherman's Assoc.
Robin Leraes	
Bob Burkle	WDFW
Stan Pinnich	
Curt Crites	LANCO
Dan Guy	NMFS
Gary Nelson	Port of Grays Harbor
LeRoy Tipton	Grays Harbor Chamber of Commerce
Vince Addington	General Steamship
Jim Phipps	
Bob Nix	ILWU
Brian Shea	Grays Harbor Dept. of Public Services
Chuck Mapels	
Linda Orgel	Friends of Grays harbor
Mike Wilson	
Craig Zora	DNR
Chuck Holland	Jones Stevedoring
Jeremy	City of Westport
	Ocean Gold Seafoods
Steven Friederich	Aberdeen Daily World
Darrin Wallace	Coast Guard
Laura Stauffer	City of Westport
Jonathan Freedman	EPA
John Barberi	US Coast Guard
Leonard Barnes	Port of Grays Harbor
Arthur Grunbaum	Friends of Grays harbor
Jim Mazure	Jones Stevedoring
Fred Gohlen	Jones Stevedoring, Aberdeen

Bud Whiteside	
Brady Engvall	
John R. Schoany	
Jacob Thomy	
Roger Freel	
BD	
Dean Schwickerath	
Dan Ashby	
Col. Lewis	District Commander
Hiram Arden	LTMS Team
Craig Juckniess	LTMS Team
Evan Lewis	LTMS Team
Lisa Sievers	LTMS Team
Carey Mellott	LTMS Team
Patricia Graesser	LTMS Team
Michael Green	LTMS Team
Norm Skjelbreia	LTMS Team
Ian Miller	Surfriders Foundation
Barnytt Kalikow	
Al Carter	
John Quigg	
David Mascarenas	
Devin Backkolm	
Tom Isaacson	
Tom Luce	Representative Norm Dicks
James Collins	
Patrick Quigg	

## RESULTS OF WORKSHOP EVALUATION

Of the sixty-one people attending the workshop nearly a third completed written evaluations. The results follow.

### 1. How would you rate this workshop overall?

Excellent

☐

5

☐

4

Good

☐

3

☐

2

Poor

☐

1

<b>R =</b>	<b>1</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>No. of Responses</b>	<b>22</b>
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### 2. Did this workshop and dialogue help clarify the purpose and authorities of the LTMS for you?

Yes

☐

5

☐

4

Kind Of

☐

3

☐

2

No

☐

1

<b>R =</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>No. of Responses</b>	<b>21</b>
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### 3. How helpful was the situation mapping exercise?

Very Helpful

☐

5

☐

4

OK

☐

3

☐

2

Not Helpful

☐

1

<b>R =</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>No. of Responses</b>	<b>22</b>
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### 4. How well do you feel your concerns are represented in the criteria we discussed today?

Very Well

☐

5

☐

4

Good

☐

3

☐

2

Not Represented

☐

1

<b>R =</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>No. of Responses</b>	<b>21</b>
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If you check Not Represented, please explain:

### 5. How would you rate your ability to provide meaningful input during this workshop?

Very Well

☐

5

☐

4

Somewhat

☐

3

☐

2

Unable

☐

1

<b>R =</b>	<b>4</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>No. of Responses</b>	<b>21</b>
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**6. As you leave the workshop today, how do you feel about the possibilities of collaboration on the Grays Harbor LTMS?**

Very Encouraged			Unsure		Very Discouraged
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	4	3	2	1	
<b>R = 3</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>No. of Responses 21</b>

**7. What do you feel would be the most beneficial next step in developing a collaborative LTMS?**

Participation.

Get to the environmental, engineering, and other technical science elements of the problem and potential alternative solutions.

Defining an evaluation protocol for alternative formulation.

Getting the input that we intended to get today from the public about making "hard" choices about what is most important to them.

Lay out actual problems & address them according to criteria.

Meet again and don't wait too long. Good discussions.

Protect the jetty & navigational channel, infrastructure, & historical & accreted lands.

I would like the least amount of dredging possible in a long-term solution.

Bring in shareholders that represent businesses most affected!

Concentrate on a collegial atmosphere including all in attendance at this workshop. (I already see it in place for the most part). Considering everyone's desires and needs for the good of all forsaking special interests.

Getting detailed info to all parties.

The identified next step - alternative development followed by a public vetting process.

Develop a coherent problem statement(s).

Agree on how to "measure" different group's input. I thought the "dot" idea was a good place to start.

Another meeting to better clarify who will participate in a collaborative approach. Contact those who believe they were not notified. Area-wide advertisement

Be sure all the right people are here.

**8. What else would you like to tell us about the workshop or the collaborative process?**

Need to have ITR completed.

I think the PDT could do a better job preparing for meeting, particularly in relation to defining the role/talking points for DE. I think we got a bit off message/task as meeting progressed, in part because we stopped listening to & answer questions from participants.

Perhaps a more direct focused discussion between Corps and local community about what can/cannot be done (not sure whether this would work, but the info needs to be delivered).

Thank you for the effort.

This group today and those interviewed were not representative of the community stakeholders.

Obvious that decisions are made by regulatory agencies and environmental activists w/ no thought to economic impact.

Enjoyed greatly participating and look forward to future workshops.

Well done.

Need plenty of warning about upcoming meetings.

If you're going to do a public opinion poll, do a real one that has statistical validity.

Not too bad considering the many different viewpoints and occasional lack of focus on the part of the participants.

Very interesting process. Without a project to view each participant really doesn't know what they are collaboratively giving up?

Needs to happen more often, need to include consistent participation.